

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY	USSR (Leningrad Oblast)	REPORT	
SUBJECT	Information on Krylov Institute, a Soviet Shipbuilding Research Institute	DATE DISTR.	7 January 1954
DATE OF INFO.		NO. OF PAGES	5
PLACE ACQUIRED		REQUIREMENT	
		REFERENCES	50X1-HUM

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

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STATE	ARMY	NAVY	AIR	FBI	AEC						
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C O N F I D E N T I A L

RETURNEE EXPLOITATION GROUP

REPORT

COUNTRY : USSR

DATE DISTR. 30 Nov 53

SUBJECT : Information on Krylov Institute, a Soviet Shipbuilding Research Installation.

NO. OF PAGES 4

PLACE ACQUIRED :

NO. OF ENCLS. (LISTED BELOW)

DATE ACQUIRED BY SOURCE :

SUPPLEMENT TO 50X1-HUM REPORT NO.

DATE OF INFORMATION :

THIS IS UNEVALUATED INFORMATION

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1.

I could deduce nothing from the film(which I saw on my television set in my apartment) in regard to the location of the Krylov Institute. The purpose of the film was to describe the institute generally rather than actual work performed at the institute. Scenes were shown of engineers (I could not tell if they were in uniform since they were shown working in shirt sleeves) working on their drawing boards. The only instance where work on a drawing board was shown was when a barge was depicted, at which time the scene shifted to show the barge being launched. The barge was launched sideways via what appeared to be railway rails, which ran down into the water. I cannot guess where this was photographed. I would say the barge was about the length of a submarine. There were no other exterior scenes shown in the film. Although there was no indication in the film as to where in Leningrad the Krylov Institute is located, I did notice one area in Leningrad which could be the institute. I traveled the No. 3 street car line many times and often saw it crowded with naval officers, of a special type, who wore silver shoulder boards, indicating that they were officials. They regularly got on and off the street cars near the Vitepsky Railroad Station. I have drawn a sketch /see page 4 on which the two most used stops are indicated by the letter (A).

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C O N F I D E N T I A L

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These officials went to a building or buildings in the area marked (B). Although sometimes in the morning I saw hundreds of these officials going to work, I never remember seeing any regular Soviet naval officers. Other than the work with which I was associated, this was the only naval activity which I noticed in Leningrad.

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2.

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It was impossible to tell from the film how old the facilities of the institute were. I judge that they could not have been more than two or three years old. The one basin shown was rectangular in shape, perhaps 2 $\frac{1}{2}$ -3 meters long and 1 $\frac{1}{2}$ meters wide. A model was shown being towed in the basin, but I remember very little about it. My impression was that the model was made merely for demonstration purposes. The towing arrangement was merely a wire attached to the model, the method a small boy uses to tow his toy ship across a pond.

3.

There was only one basin shown. There were no over-all views of the establishment, only scenes from several design offices.

4.

The building appeared to be made of stone or concrete. Nothing could be seen as to roof construction, building style, etc.

5.

6.

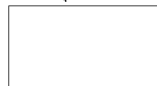
7.

From what I saw in the news reel, I would say that the institute is not technically comparable to any similar establishment in Germany. The demonstration of the model being towed in the basin was so simple, that I cannot imagine that it was any more than a demonstration to show the public the functioning of the basin.

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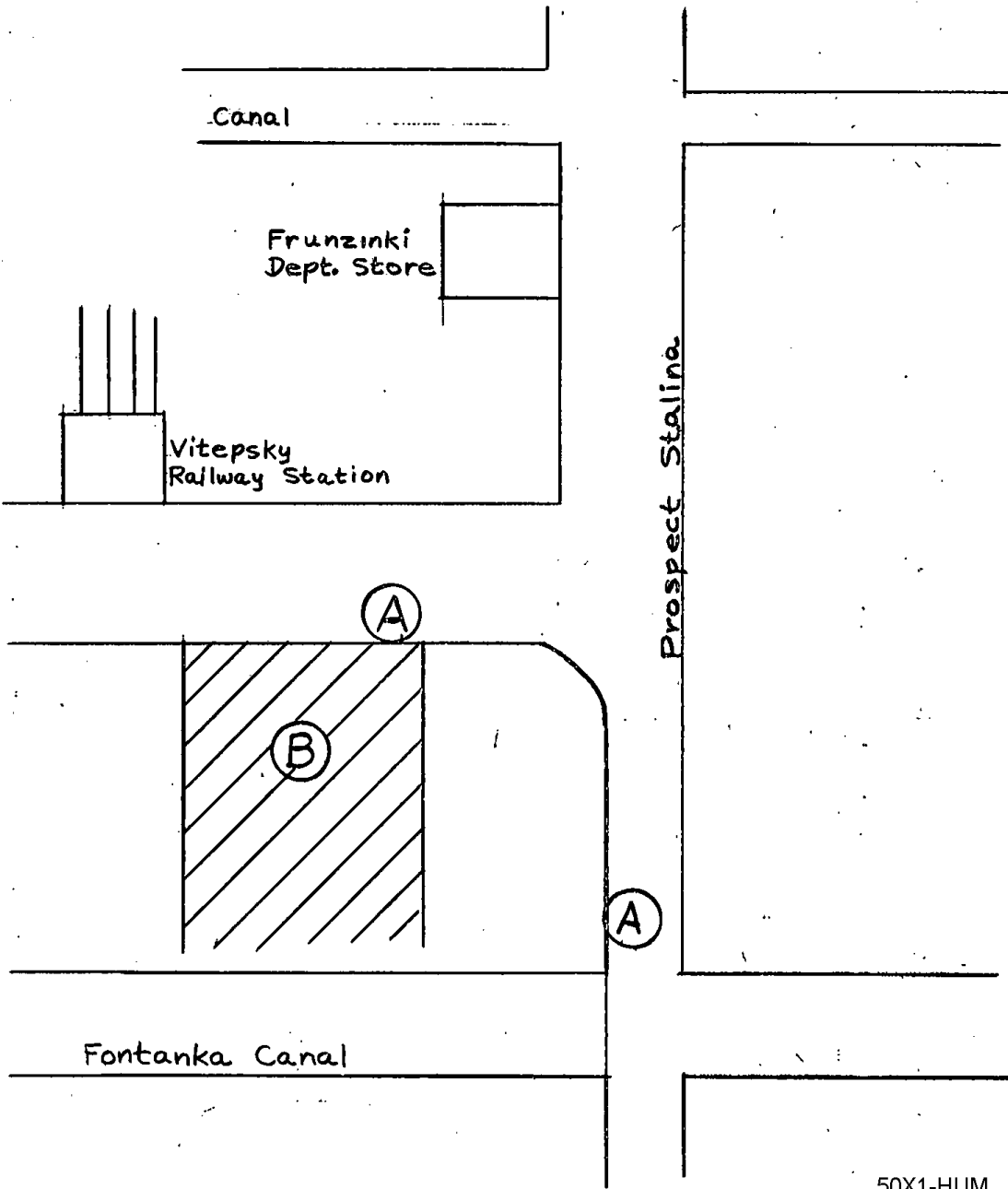
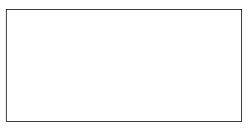
8.



The news reel was an up-to-date technical news reel.
I saw it sometime between October 1951 and January 1952.

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SKETCH OF AREA NEAR SUSPECTED
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